## Approved For Release 2000/09/14 : CIA-RDP82-00457R007400460008-6 OFFICIALS ONLY CLASSIFICATION REPORT NO. INFORMATION REPORT CD NO. COUNTRY USSR (Crimea) DATE DISTR. 5 Feb., 1952

SUBJECT

Submarines and

NO. OF PAGES

PLACE **ACQUIRED** 

DATE OF

25X1A

NO. OF ENCLS.

SUPPLEMENT TO

25X1X

REPORT NO. INFO.

Motor gunboats: \*

 $n_{\star}$  Berthed alongside the quay, right at the yard. They never rode at anchor in the harbor or the roads.

b. Straight stem, cruisor stern, length 14 m, beam 3.20 m draft about 1.75 m, Precboard at Hormal load about 1.50 m. Stem slightly raking and pointed above and below; stern inclined, pointed.

c. Superstructures: Bridge in forward third of length, entrance from either side, three portholes on each side. For ard of bridge, a radio mast with antenna system, about 2.5 to 3 m high.

The bridge is located in the forward third of the boat's hull. An unprotected 40-mm cun is mounted on both the foredeck and where the second third begins; it can be turned 90 degrees to either side.

A depth-charge launch  $n_{\ell}$  installation with 6 depth charges is mounted at the stern; size and shape of he depth charges are practically the same as the German types. The launching device is of the simple slip-down type and not of the throwing (or similar) type.

A twin-barroled machine gun is mounted on the bridge.

25X1X d. 25X1X

estimates speed of the boats in comparison with the German motor and gives the cruising speed as 18 knots and mine sweepers the top speed as not less than 24-26 knots.

At top speed only the bow was visible. All other parts of the vessels were masked by spray and the stern was riding rather low in the water.

The boats were Piesel-propelied; they had three screw shafts and two rudger blades. Excellent can euverablity, including at very him speeds. Steel-gray paint.

Province 4		MITIAL	25X6	<u> </u>	
	CLASSIFICATIO	MET/CONTROL	US	OFFICIALS ON	LY
STATE # NAVY	# X NSRB	DISTRIBUTION			
ARMY # X AIR	# X FBI				

e. Complement: The commanding of ficer was usually a figurement Jo or a full lieutement. Saw what appeared to be either two or two and a half stripes with a star above them, on the siceves.

Other members of the creet four stokers, two signal men, six sailors and one engineer. There are two additional sailors for serving the gams. Cuarters for the creature in the forward and after sections of the craft. The commandant and the engineer officer have private quarters.

25X1X

25X1X

- f. Radio installations: \_\_\_\_\_\_dan make no definite statements on this subject, but he is positive: that he saw no D/F frame or any parts of a radar set or radar receiver.
- g. Hulls of the ves els. Completely wooden except for an ament, propolling plant and technical gear.
- 2. Submerines: \*\*

The information on the submarines is far less accurate. describes the submarines as follows:

25X1X

stem

a. Wrised forecastle Curved-upward slightly. After deck sloping in third section as waterline. Exhaust ports in the fore-and-aft line, both at the stem and the stem. Two types of bonts of different size, although their silmouttes were absolutely the same except for the lower part of the hulls. In the larger type, lateral outer bunkers for power oil projected about 1.50 to 2 leters on both sides abreast of the bridge.

On the smaller tyre, a single-hull sub arine, no outer bunkers were observed.

The length of the smiller type of boat was given as 20 to 35 meters, the beam 4 to 6 eters. The bridge is described as being of the standard streamlined shape. An unprotected gun, of heavier caliber than that of the gunboats, is on the forecastle. The submarines were painted steel-gray. At the bouws a net cutter with a net deflector leading to the bridge and a net deflector from the bridge to the stern. These deflectors also serve as a radio antenna. There was a periscope in the middle of the con in tower. The distinguishing numbers of the units were painted in figures 50 cm high on the conning to ers of the submarines.

b. Coneral remarks on the submarines.

25X1X

25X1X

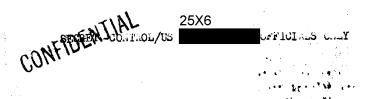
is of opinion that the cleanliness of both the crews and the upper decks was perfect. The discipline, especially on the subtaines, was very bad. Officers and other retines could only be distinguished by their rank badges. Interestions, but never orders, being given.

c. flying the flap.

desides the commandant's pennant an ordinary red flag (not a naval ensign). They on the submarines and the gunboats.

3. humber of wer vessels lying in narbor. \*\*\*\*

An average of 14 to 16 motor gunboats (including those under repair), about sight to 10 parse submarines, and four to six small submarines, would be in the narbor at one time.



وها فالمروع والمرا

25X1X

25X1X

The motor gunboats usually left herbor for training in manifoldilla formation (six to eight boats). The submarines alsays put out individually. Submarines observed exercises by the motor gunboats, which made attack runs on two battleships which had come from Sevastopol. Station will on the submarines, such as used in the German navy, was never observed.

Only trimming expercises and diving at periscope depth were observed in harbor.

4. Submerine tender.

formerly a small passenger stemmer of about 1,400 GRT, now on unwarmed accomposation ship for craws, accupped with power oil containers as the sub-arines frequently pull along side for fueling.

5. Forces at the base.

25X1X

On the occasion of repairs to the cooking arrangements in the kitchen, in July 1949, detailed list of the rations distributed. This list agrees with the totals for the creas and the personnel of the sni yard available at this time. These figures were: The hundred and fifty men serving on the vessels and 137 technical workers belonging to the shippard, and an additional 50 to 80 men, excluding officers.

25X1A

## Commont:

- \* The motor gumboats most probably belong either to the types Nos 201 to 212, built in the years 1937 and 19 E, or to silitar types. Their maximum speed is said to be 25 knots or more; this agrees with the statements on ein this report.
- \*\* The two types of submarines dealt with here are, to all appearance, boats of the <u>Veteninen Class</u> and the <u>Saukko-Ulass</u>. The sizes given cannot be considered reliable.

25X1X

According to these indications they would also be approximately of the 2-class, but in this case their external characteristics would not apply to the boats.

The personnel strengths (see para 3) bear out the assumption that the boats described above belonged to the <u>Vetchinen</u> and <u>Dankko-Class</u>, respectively.

\*\*\* The figures concerning the warships observed in harbor give a good idea of the permanent marbor berthing, the supply base and the importance of this navel base in general. The tactical exercises described do not agreent present knowledge.

